GOSSIP OF ACCIDENTS

WOMEN WHO NOTICE THE "MAG-NETIC QUALITY OF OBSTACLES.

One Who Struck a Lime Box-The Actual Growth of a Thrilling

"I heard you had been hurt, while out riding, is it true?" This is a question which res of the new wheelers have been asked. The denial is usually short and to the point, Then comes a revulsion of feeling, "Well, I did have a fall, but nothing worth mentisning." This is the story of the one who rides but does not want to acknowledge that there has been an accident of any kind. The dealers in crutches have had calls for that relief instrument, many of the physicians and surgeons have been called in to sew up skin rents, and not a little plaster bandage has been used. It is strange how magnetic stone, curb, tree or anything else in the road is to a wheel. If you steer one way the wheel is sure to go straight the other. A young married woman who "took to" the eel wonderfully is laid up with two hurts and can only go out in a carriage. The first cident was due to the fact that a man who was driving was not keeping to the right, as he should have done. He was on the wrong side of the street, and, of course, rider had to have some room for her wheel and herself. Now, it happens, as she explains it, that she needs considerable , because she has not been riding long, and has not acquired the art of getting ough a knot hole when on her wheel. She did not have room enough, and so fell onto the curb. The result was a great big swelled place just above her knee. She managed to ride home, and soon bathed the sore place, and the next morning the swellg was large, but the pain was not so great d she could ride. Shen went out the next day, and, getting into a narrow place again, jumped off her wheel, turned her ankle, and the result was a sprain. Not a severe one, to be sure, but erough to make her a semi-invalid for a few weeks.

Riding on the road is so different from circling around on the smooth floor of a hall. The young women who have been doing the latter have come to the former lusion, especially one young woman. She was riding out on the road, and away ahead of her she spied a mortar box. A fiding was being erected, and as any man who builds has the privilege of the whole street and most of the yards of the neighbors, this man placed the mortar box alongside the curbstone. It was a nice asphalted street, and the box set nicely and firmly on the pavement. The rider had and firmly on the pavement. The rider had on her new suit, which she had just finished for riding, and was naturally careful of it. She had fixed the short skirt herself, at the expense of much trouble and not much cash, so that she appreciated her own efforts more than if she had paid a good price to the tailor. She had spied the mortar box, but feared it not, as she knew how to manage her handles and could keep her wheel "in the middle of the road." As she neared the box the wheel began to act strangely. She had heard the "magnet" idea, but rather smiled at the announcether friends had made about it. The was not far off and the wheel was "queer." The wheel, as if impelled some occult force, made straightway the box. Try as she would there was controlling it. Wheel, girl and suit went the mortar box, and it was not empty. The was a wreck. She does not remember the mortar box, and it was not far who helped her out, but she was a try, and she made for it at a rate that id have surprised herself under any or circumstances.

les grow. That is a foregone conclusion. This is the way the story reached a nd. Yes, Miss J. was riding up Pennsyla street. She had not been riding long. a car coming towards her. The motorbably meant), and slackened the d of the car. Goodness knows what might have happened if he had not had his eye on her. He saw her coming. There were ther men in the car who saw the whole hing too. They were breathless. They felt the train there was going to be an accident, the was such a reckless rider. Just before he car reached her she ran on to the track, er wheel went over, she fell right in front of the car and one wheel of her bicycle ay on the fender of the car. The men surey thought she was killed. The motorman stopped the car just in time, and she eally owes her life to him. It was just berfectly awful. "My husband says that would not think of such a thing as letting me ride," continued the narrator, but then of course I would be careful. To reckless riding for me, let me tell you. would not be found dead riding out in doomers. I want a wheel just awfully, but don't suppose I can have one, times are to hard. I would have been frightened to eath if that had been me falling in front of the car. My husband says that she did not seem to think it was awful at all and hat she just picked her wheel off the car, and got on it and went riding off, smilling." This is the way it really happened: The subject of this aforesaid story was riding to the aforesaid street. There was a car oming. She rode up to the curb and stepped off in order to adjust her dress. Selah.

"I have had so many fupny experiences."

"I have had so many funny experiences," diss So and So and I were riding up after it. He did not pay any attention to right in front of my wheel, and would have knocked me off, but he saw me just in time and caught me by the arm and held me on. There was a tableau, I can tell you. Miss S.'s hat gone, dust rising on the street and this man hanging on to my arm and trying to reach for the hat with the other. It was so funny. I don't know the man from Adam. Never saw him before, He apologized for getting in my way by saying that he saw only the hat and was trying to rescue it for my friend. That was all, but I have to laugh when I think of the attitude he had to strike to keep me from falling to the pavement. I am very much obliged to him I am sure.

"You may just as well say that no one is to have formal reception days any more. People have no time to stay home since wheeling came into style. Every one is out riding and they have no time to go cailling or to receive any one who does. I will not be at home any more this season. If I am home when they come I shall be glad to see them, of course, but if any one who comes to see me has a wheel I shall think she is afraid to ride her own wheel, for if she is not, then why isn't she out on it."

HOW THEY LOOK. a Mere Spectacle the Wheelwoman

New York Evening Sun.

Bicycle riding for women may to a joy forever, but it is not a thing of beauty. If you're inclined to doubt this statement just take a stroll up the boulevard any fine day, Sunday preferred. The Sabbath seems to appeal particularly to the woman bicycline. o appeal particularly to the woman bicylist. It isn't alone her much-discussed cosame that violates all your accepted standrds of the eternal fitness of things; the
ery act and motion of propelling "the
cheel" becomes an extraordinarily awkard feat when performed by a woman. It
colks neither graceful nor ele; ant; and this,
oo, no matter how siender and symmetrical
f figure she may be. For that, though,
here's no help. If women must indulge in
leycle riding, and if an awkward appearnce is the inevitable penalty, then all that
ach individual may for herself consider is,
hether the game is worth the candle,
that in the matter of suits there might
arely be some improvement. That the beming and graceful bicycle costume is yet
be invented is one of the strongest imressions resulting from a boulevard stroil,
ow and then you see a costume not connicuously dreadful, but the overwhelming
afority recall the artist's criticism upon
is pupil's latest picture. "That's not bad, it's
orse." It would seem as though every
yle of bicycle suit had its own peculiar
sadvantage. Bloomers, of course, entail
asculine, not to speak of feminine disaprobation. The short skirt is simply in the
ay and is little or no protection; the long
tirt gets still more in the way, especially
it be full, while if scant it shows off the
cure most unfortunately. A long-skirtel
addice spreads out like a sall and catches
we wind; a short-skirted bodice makes-you
ish it were longer. Wheelwomen, too, difr as to just which style of suit is best
apted for riding. One of Philadelphia's
st bicyclists declares that the only time
a finds her long skirts in the way is

when she dismounts to climb a hill. All stout women, if one may judge from the spectacle upon the boulevard, are in favor of bloomers—and the stouter the woman the scanter the bloomers. Some riders wear their Easter bonnets and new spring capes when upon the bicycle just as they would when in a buggy; but although they present a grateful contrast to the bloomered chaperones of the track, such apparel has a cera grateful contrast to the bloomered chaperones of the track, such apparel has a certain unfitness. Not the least interesting feature of the boulevard show is the spectators. They gather thickly upon the sidewalk and gape for hours at the rapidly revolving wheels before them. Most of the crowd are men, and it is curious to watch the expression on their faces when they catch sight of a woman bicyclist. This expression is always the same, only varying in degree. Bloomers bring out its superlative qualities. It does not, under any circumstances, however, suggest especial respect, stances, however, suggest especial respect, reverence or admiration for the woman bicyclist; in fact, it seems hardly inclined to take her seriously at all. The sooner that she is taken seriously, however, both by the onlookers and by herself, the better will it be for all concerned and the greater the chance of an improvement in her costume.

LAWYERS IN KNICKERS.

Bicycle Club Organized by Members of the Profession.

It was Charles Thompson, of the law firm of Carson & Thompson, who conceived Indianapolis into a bicycle club. Mr. Thompson went out and bought himself a wheel the other day and, after spending two hours in practice, went around to call on his friend, ex-Judge McBride. The latter had recently purchased a cycle and was enthusiastic over the sport. Mr. Thompson's visit to the ex-Judge's office resulted in the first steps being taken toward the formation of a club to be composed exclusively of lawyers. Attorney William H. Latta was the first to join the club and is one of the active workers. The organization is known as the "Indianapolis Lawyers' Bicycle Club." Nearly half the lawyers in town have purchased wheels and the other half contemplate doing so. A committee of lawyers has been selected to get a suitable uniform and by the middle of May the club members will appear in knickerbockers members will appear in knickerbockers.

Lewis Newberger, of the firm of Morris, Newberger & Curtis, is one of the most ardent of the lawyer wheelmen. He has been riding but two weeks and is now able to mount without assistance.

Merrill Moores and Nathan Morris have been receiving instructions at the riding school. Both have become experts, but are not satisfied with the ordinary road riding and last week decided to take up something fancy. The result was a stampede of all the other riders who chanced to be on ill the other riders who chanced to be on

Charles Moores and Evans Woollen, both Charles Moores and Evans Woolen, both athletes, have the reputation of sending their wheels forward with great speed.

Judge Harvey, of the Superior Court, desires to buy some kind of a vehicle and is undecided whether to buy a bicycle or a buggy. The Judge fears that he would not cut a pretty figure in knickerbockers and the absence of these would bar him from the lawyers' club.

Judge Brown, of the Circuit Court, and

Judge Brown, of the Circuit Court, and Judge McMaster, of the Superior Court, neve declared themselves against cycling. The latter says that a woman with a pair of bloomers and a wheeel is calculated to bloomers are man against the pastime. prejudice any man against the pastime.

Judge Bartholomew has a horse and buggy and is very fond of driving.

Judge McCray, of the Criminal Court, lives in North Indianapolis. He has been

R. W. McBride, one of the enthusiastic members of the Lawyers' Club, has rebelled. He avers that he will not wear knickerbockers. He will tolerate the cap and sweater but draws the line at knee breeches. Prosecuting Attorney Wiltsle will not buy sweater but draws the line at knee breeches.

I Prosecuting Attorney Wiltsie will not buy a wheel, but his assistant, Fremont Alford, may fall in with the fad.

Attorney A. F. Potts, of the firm of Griffith & Potts, is one of the best of the lawver exclists in town. His partner, John L. Griffiths, will not take to the wheel.

Albert Beveridge has no scruples against the 'cycle, but asserts positively that he will not ride this summer. He is one of the few men who don't want to wage a war against the bloomers.

Arthur V. Brown, county attorney, was one of the first to join the lawyers' club, and was just as prompt in withdrawing from the organization. He borrowed a wheel the other afternoon to practice in the courthouse yard and only succeeded in accomplishing the ruin of a fine pair of trousers.

A New York Store Club. The fad of organizing cycling clubs has taken hold of the large stores of Indianapolis, and the employes of many of the establishments have formed regular clubs, with by-laws and constitution. One of the

largest organizations is the New York-store Club, composed of thirty-one employes of that establishment. The officers and members are as follows:

President, E. L. Gay; secretary and treasurer, William Chandler; captain on road, Benjamin Cox. Irvin S. Brown, Wallace Smith, William Craig, Harry McAllister, Charles F. Wiley, George A. Hodgskinson, Edward Simpson, Albert Hubbard, Guy Jones, Robert Caird, John Colvin, Edward McConnell, John Coutts, John Reed, O. Mower, E. W. Gordon, C. F. Burton. Ernest Carl, Harry Davidson, George Lowden, William Smith, Harry Eagle, Edward Johnson, James Healy, Frank Pettis, Phil Shard and W. Mower are the members.

The club will be uniformed by the employers of the members. The suits selected will consist of white sweaters, with the name of the organization worked in blue letters across the breast. The knickerbockers will be of dark-blue material, with stockings to match. The club will take its first trip out on the road during the first week in May. The members will employ a competent machinist to accompany the club on its various trips out of town. largest organizations is the New York-store

POSTMEN ON WHEELS.

Many of Them in This City Ride Their Routes on "Bikes."

Many of the mail carriers have bicycles, and they have found them indispensable. Those who have them wonder how it was their introduction. The department allows the carriers four street-car passes a day. the morning on their wheels, and then put them in the "stable" which has been erected. They use their tickets in going and coming from their routes, and ride their wheels to and from dinner and home in wheels to and from dinner and home in the evening. Several of the mall collectors have wheels, upon which they make their collections. They have found the bicycle much cheaper and handier than a horse for this purpose. A few of the special delivery boys ride, and by so doing save time and oftentimes make more than they would if they went on the street cars. The "stable" at the postoffice building is a muchused place. It cost but a small sum to build it, and the government can well afford the expense, for it has saved considerable by the number of wheels in use.

The Advertising Tricycle.

What shall we have next? Here is the latest product of the inventor's brain in the cycle line. It is a tricycle, the rubber tires of which have raised letters spelling the name of anything that is to be advertised, cheap shoes, a patent chill tonic, dyspepsia pills, two-for-five cigars, or what-

flow of ink from vessels between the letters, and as this keeps the letters always inked the wheel leaves everywhere its legend of information.

This unique device was exhibited at the recent cycle exposition in Paris and attracted much attention. Perhaps it may be permitted to spread its sentences on streets and sidewalks; perhaps not; that depends upon the municipal authorities. But if the ambition and enterprise of the modern advertiser have painted the names of patent medicines upon the rocks that crop out of the "Alps high in air" and even upon the Pyramids of Egypt, why should those names not be written upon our streets by this peripheric device? vessels between the let-

Professional Racing.

New York Sun.

The cycle racing experts, with the coming of spring, are first trying to settle the problems that confront the racing man and the men who legislate for him. There is so much dissatisfaction with the present system, but it is doubtful if additional changes can bring about a condition of affairs that will meet with general favor. When the racing men were all grouped together in one class there was discontent, and now there is grumbling over the division of the men in the class system. When a professional league was organized it was condemned by the men who are now advocating the addition of a third class to the racing men's list for professionals only. The racing men of to-day who follow the circuit are looked upon as professional riders by nine out of ten persons, and it is doubtful if any further legislation can improve the situation. New York Sun.

FEW WHEELS STOLEN

QUICK DETECTION IN THIS CITY HAS SCARED THE THIEVES.

How One Boy Planned to Get a Fine Wheel and Is Now "Doing Time" as a Consequence.

ber of bicycles which are stolen are very few in comparison with the number left standing unlocked on the streets. But when it is understood that the percentage of bleycle robberies which have been successful have been execeeding small, the wonder is not so great. Last year several men were sent to prison for stealing bicycles and are now serving time on sentences ranging from one to five years. There have been so far this season but two or three wheels reported to the police department as stolen and these they have been from

The stealing of a bicycle is not so easy as at first thought appears. It seems as the plan of organizing the legal talent of | though it would be a simple matter to mount wheel which has been left standing at the curb stone, and after once getting a start, to keep out of the way of detection. Bicycles all look alike and with the numerous riders dodging here and there throughout the day, it looks as though a thief could not be detected. But the officers have found the detection of the bicycle thief a comparatively easy puzzle. So much attention is not paid to the description of the wheel as might be expected, but the rider is noted more closely. The first thing a detective does when he is detailed on a bicycle robbery is to secure something concerning the thief, and then a watch out is kept for that person and thus the wheel is generally found. Last year a young man living in this city

> bought a low-grade wheel, making a small cash payment for it, with the full intention of trading it for a better one. During school hours there is always from fifteen to twenty bicycles at the High School building and this young man was acquainted with the fact. One day he took his wheel to the shed where the bicycles are kept, and placing his own among the others, he went into the building for a few minutes. When he returned he picked out a more costly wheel, of better make than his own, and, mounting it, rode away. The work was cleverly done and he did not see how he could be detected. At the close of school each boy took his wheel, but one, and his was missing. There was also the extra bicycle which no one seemed to claim. The matter was reported and it was decided that some one had exchanged bicycles with out the consent of the owner of the bette wheel, and the matter was reported to the police department. The detective to whom the matter was referred made an examination of the extra bicycle, took the number and went to the agent who was handling that make. The agent consulted his books and the name of the young man who had purchased the wheel was thus learned. The capture and the conviction of the young man was then an easy matter and the

> A favorite manner of detection is through the repair and cleaning shops. Bicycles are continually becoming out of order and at times need the work of an expert to put them in condition again. These shops are furnished with descriptions of the stolen wheels and as a rule a reward is offered by the owners. Thus when a wheel answering any of the descriptions is taken to a shop, the authorities are notified and the thief captured. Another plan is to catch the thief shipping the wheel out of the city. If he is not caught in the act, a description of the shipper and the point of his destination is obtained from the railroad officials and the fellow is, as a rule, finally traced down. One man in this city last season lost a high priced wheel one night, and reported the matter the following morning. A detective secured the information that a wheel had been shipped to Chicago the night before, and from Chicago it was learned that it had been sent to Detroit. The detective followed up the clew and within one week found the thief riding the bicycle through the streets of that city. He was brought back, convicted, and is also confined in the penitentiary.
>
> With the great increase in the sale of bicycles the police department expects an additional number of wheel thiefts, but if the first one or two are caught and convicted it will dampen the ardor of the rebicycles the police department expects an additional number of wheel thiefts, but if the first one or two are caught and convicted it will dampen the ardor of the remainder of would-be bicycle owners, and the traffic will be nipped in the bud. Certain bicycle manufacturing companies formerally offered a standing reward for the capture and conviction of any one stealing a wheel of their particular makes, but these offers have been withdrawn. Several seasons ago it was attempted to organize a mutual protective association among the bicycle owners of this city, but the matter was never successful. It was proposed that a small assessment be made for the purpose of raising a purse which would be offered as a reward for the return of any bicycle belonging to any of the members of the association and also to be used in defraying expenses of an officer in tracing down the thief. The plan may be revived and such an association may be formed this season.

TO PREVENT BICYCLE STEALING. Combination Lock Is What the

Wheelmen Would Like. The frequency with which bicycles are tinual state of worry when he leaves his wheel for a moment out of sight on the his pocket, attach it around the frame and for some device of a keyless lock which could only be unlocked by knowledge of a combination. It could be so constructed, no doubt, that when one combination was set, the wheel could not be budged, and woul be stiff in its frame. The effort is, however, to make the wheel lighter and lighter, so that even if the wheel were locked the whole machine could be picked up and carried off. But one carrying a wheel would cause comment and suspicion, while the thief could ride off with a wheel unobserved. A combination lock, most riders believe, will be a feature of the bicycle in the not distant future. It will have reached a perfect state when it so locks a wheel that no one can free it without knowing the combination, unless he breaks the wheel. Then there will be few bicycles stolen.

BLOOMERS IN PARIS.

French and American Cycling Garbe

Among the divers occurrences in the year now passed, not the least striking is the growth of the fashion of bicycling for ladies growth of the fashion of bicycling for ladies in Paris. Ten years, even five years ago, such a sight as that which can be seen any fine day in the Bois de Boulogne would have caused a great sensation not altogether pleasant for the riders themselves. But now all is changed, and Paris has simply gone mad on the charms of "La veloce." Of course, to those of us who have ridden our wheels during the last decade, facing snubs for the good which the pastime did us, this right about face movement in public opinion is pleasing as well as amusing. The costume is, of course, a as amusing. The costume is, of course, a matter much discussed. When an influential paper like the Journal des Debats terms the "Zouave cycling dress" ridiculous, it certainly expresses the opinion of many in France as well as in America. That for bicycling a special dress is needful is certainly, true, but the fantastic garb which obtains approval in Paris is more the creation of a new fancy than the fulfillment of a felt want.

During a recent visit to Paris I was an tion of a new fancy than the fulfillment of a felt want.

During a recent visit to Paris I was enabled to study carefully the different styles, and truth compels me to say that the Zouave or bloomer dress and loose trousers were worn in the proportion of five to one. But every costumer exhibiting at the Salon de Cycle had also on view a neat skirted dress with short reefer pattern coat to wear either open or closed over a skirt. There were well-fitting khickerbockers under the skirt, and the whole thing was finished with neatly fitting gaiters, all being of a soft chocolate-brown cloth. This formed a neat, ladylike dress, suitable for wear on the machine, or for walking about a town when off it. Like this also was another dress only it was made in tweed, with double breasted coat and waistcoat, piped with tan leather. Both of these dresses looked neat, workmanlike, and capable of standing hard wear—a most indispensable thing in cycling, which tries the good qualities of material and workmanship more than any other sport.

The American "bloomer" dress, although more workmanike, is still not by any means a garb to assuage prejudices. Of course, it varies with individual taste of the wearer. When really well made, and on a good rider, it may be marked by with settless.

glaring comment. Yet there is still a prejuglaring comment. Yet there is still a prejudice against women dressing so like menand in the interests of the sport it would be better to submit even to a little, trivial, and nearly imaginary inconvenience—and wear a skirt, which can be so manipulated as not to afford the slightest discomfort. A cycling dress I saw the other day seemed to be a well thought out and ladylike rational dress. It was the outcome of many years' experience, and perfect in its neattional dress. It was the outcome of many years' experience, and perfect in its neatness and simplicity. It consisted of a Norfolk jacket with a long detachable basque, well fitted knickerbockers, and a light skirt to go over all. This could be dispensed with or not at the rider's pleasure. It could be rolled up on the handle bar if a head wind was encountered, the long basque to the Norfolk jacket forming a short skirt, down to the knees.

own to the knees. Nor was this all. If overtaken by Nor was this all. If overtaken by a shower, when the skirt was used, the basque could be detached and fastened like a cape over the shoulders. In its full form with the skirt, this costume struck me as an ideal cycling dress or useful for other purposes. There was nothing outre, nothing to catch the eye. It was a dress one might wear in New York, or paying calls on a machine in the country. It would be equally well for a day's skating or for playing golf. It seems to me that an all-round dress like this one is far more likely to be useful than the semi-theatrical garb of our dress like this one is far more likely to be useful than the semi-theatrical garb of our French cousins. Many thanks are due them that it is now the fashion to ride, instead of being looked askance on. A bicycle or tricycle ought to be in every house, not merely as a plaything, but as part of the establishment. And this desirable end seemed really coming to pass before this seemed really coming to pass before this miscalled "rational dress" appeared on the scene to disgust people with it, with those who wore it, and temporarily with the whole sport.

Advice to the Girls.

The bicycle girl's again awheel;
'She flashes by on her steed of steel,
In her natty suit of blue;
Her cheeks are flushed with a healthy glow, That her heart beats strong and true.

She may wear bloomers, she may wear But every graceful move asserts
That she revels in perfect health;
She fills her lungs with the pure spring air,
Winning the whole of her rightful share Of a woman's greatest wealth.

Ah, girls, get bicycles if you can, And soon you'll find admiring man Of your loveliness will talk; But if you can't ride in the early spring On a bicycle, do the next best thing— Get out in the air, and walk! -Somerville Journal.

Cycling for Charity. New York Mail and Express. A cycling tea for charity is the latest thing, and great preparations are being made for holding one for the benefit of the Burnholding one for the benefit of the Burnham Industrial Farm, to take place on Saturday afternoon, May 4, at Claremont on Riverside Drive. The tea will last from 2 until 7, and tickets, which are \$2 each, are on sale at Sherry's and the Waldorf and Plaza Hotels. In the event of stormy weather the tea will be postponed one week. The fashionable cycling clubs will attend awheel, and will present a novel sight to the ordinary cyclist.

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This company manufactures a NEW TIRE CLAMP, an invention that obviates the necessity of cementing the tire. Notwithstanding the fact that this clamp has been on the market but a few months, it has already received the highest indorsements of bicycle manufacturers, dealers and riders. Among its many superior advantages over the old method of cementing the tire, we may mention that it can be taken off and replaced in three minutes. It can be attached to any wheel without defacing the enamel, as no heat is required. It will hold the tire in position until the tire is worn out. In case of puncture while on the road, the wheel can be ridden to destination without cutting the valve or removing the tire. It prevents accidents, and costs less than any other method.

The company also manufactures a PUNCTURE STRIP that prevents puncturing of tires most effectually. In public tests, wheels having on them this Puncture Strip were ridden over a thirty-foot board filled with wire nails, tacks and broken glass, without injury to the tires.

It Is a Great Invention.

A new Valve will also be put on the market by this company shortly. It is a great improvement on all other valves.

All Bicycle Dealers and Repair Men handle this Clamp and Puncture Strip.

A Set of Eight Clamps Costs.. \$1.50. The Puncture Strip Costs \$2.50.

-NO RIDER SHOULD BE WITHOUT THEM-

J. M. BALFOUR, State Agent.